Please Type or Print on This Form

Form Approved OMB No.2120-0001
Expiration Date: 04/30/2023

U.S. Department of Transportation
Federal Aviation Administration

Failure To Provide All Requested Information May Delay Processing of Your Notice

Notice of Proposed Construction or Alteration

FOR FAA USE ONLY
Aeronautical Study Number

1. Sponsor *(person, company, etc. proposing this action):*
Attn. of
Name: David Bost (DLB & Associates LLC)
Address: 9289 E Corrine Dr.
City: Scottsdale State: AZ Zip: 85260
Telephone: 602-740-3108 Fax:

2. Sponsor's Representative *(if other than #1):*
Attn. of
Name: same above
Address:
City: State: Zip:
Telephone: Fax:

3. Notice of: ☑ New Construction ☐ Alteration ☐ Existing

4. Duration: ☐ Permanent ☑ Temporary (18 months, 0 days)

5. Work Schedule: Beginning Feb End March

6. Type: ☐ Antenna Tower ☐ Crane ☐ Building ☐ Power Line
☐ Landfill ☐ Water Tank ☑ Other container

7. Marking/Painting and/or Lighting Preferred:
☐ Red Lights and Paint ☐ Dual - Red and Medium Intensity
☐ White-Medium Intensity ☐ Dual - Red and high Intensity
☐ White -High Intensity ☑ Other Neutral/Security Light

8. FCC Antenna Structure Registration Number *(if applicable)*:
NA

9. Latitude: 33 ° 46 ' 30 . 59 "
10. Longitude: 118 ° 12 ' 14 . 59 "

11. Datum: ☑ NAD 83 ☐ NAD 27 ☐ Other

12. Nearest: City: City of Long Beach State CA

13. Nearest *Public-use* *(not private-use)* or Military Airport or Heliport:
Long Beach Airport

14. Distance from #13. to Structure: 3.7 miles

15. Direction from #13. to Structure: Southheast

16. Site Elevation *(AMSL)*: 13 ft.

17. Total Structure Height *(AGL)*: 15 ft.

18. Overall Height (#16 + #17) *(AMSL)*: 28 ft.

19. Previous FAA Aeronautical Study Number *(if applicable)*:
na -OE

20. Description of Location: *(Attach a USGS 7.5 minute Quadrangle Map with the precise site marked and any certified survey)*

21. Complete Description of Proposal:

The Shoemaker Bridge Replacement Project (Project) was analyzed under the California Environmental Quality Act (CEQA) and National Environmental Policy Act (NEPA) in the Shoemaker Bridge Replacement Project Final Environmental Impact Report/Environmental Assessment, dated April 2020 (FEIR/EA). The Project includes the demolition of the existing Shoemaker Bridge, construction of a new bridge to the south and associated roadway improvements as shown in Figure 1. The FEIR/EA included two bridge alternatives, a segmental bridge design and a single pylon cable-stayed bridge design.

The U.S. Fish and Wildlife Service (USFWS) and the California Department of Fish and Wildlife (CDFW) expressed concerns with avian interaction with the cables on cable-supported bridges. To address these concerns, this Compliance Study was undertaken to document the results of a literature review that was performed to identify possible migratory bird impacts related to cable-supported bridges, and to identify what measures other cable-supported bridge projects have implemented to limit the possibility of incidental take of migratory birds.

We propose the Max Radar which has been used at airports around the world.

Frequency/Power (kW)	
9250	44

Notice is required by 14 Code of Federal Regulations, part 77 pursuant to 49 U.S.C., Section 44718. Persons who knowingly and willingly violate the notice requirements of part 77 are subject to a civil penalty of $1,000 per day until the notice is received, pursuant to 49 U.S.C., Section 46301(a)

I hereby certify that all of the above statements made by me are true, complete, and correct to the best of my knowledge. In addition, I agree to mark and/or light the structure in accordance with established marking & lighting standards as necessary.

Date	Typed or Printed Name and Title of Person Filing Notice	Signature
1/30/2023	David L Bost - President	David L Bost

USGS U.S. DEPARTMENT OF THE INTERIOR
U.S. GEOLOGICAL SURVEY

US Topo

LONG BEACH QUADRANGLE
CALIFORNIA - LOS ANGELES COUNTY
7.5-MINUTE SERIES

Produced by the United States Geological Survey

SCALE 1:24 000

ROAD CLASSIFICATION

LONG BEACH, CA
2021

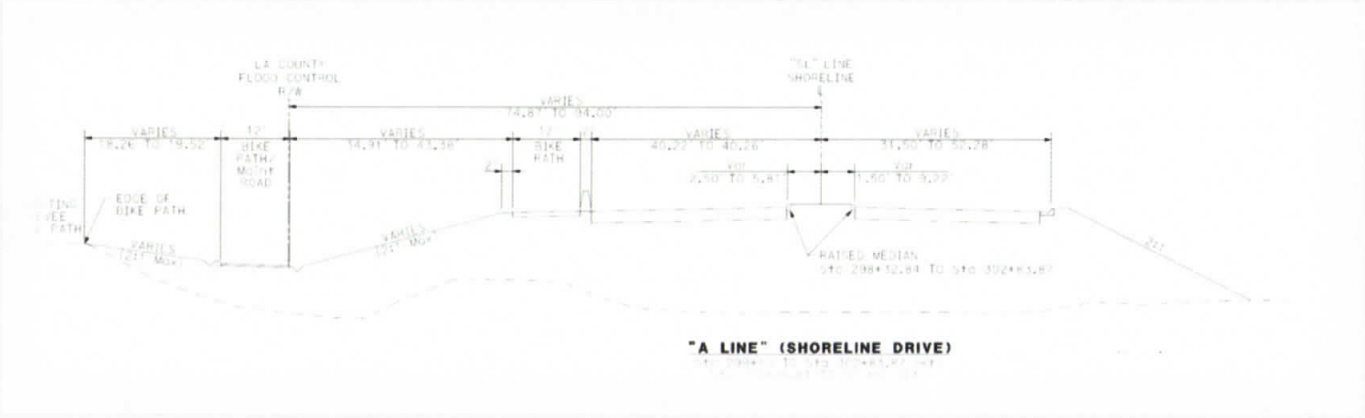
Avian Radar - Site Plan Study Area

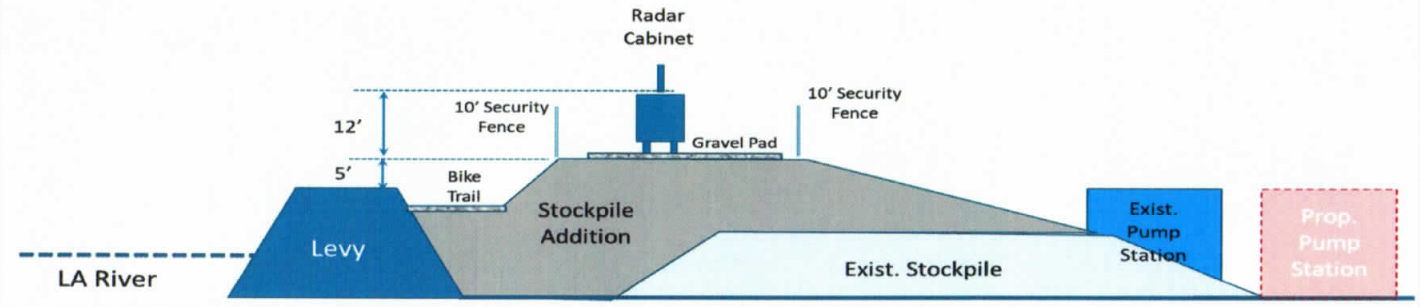
CITY OF LONG BEACH

Sample Radar Installation

CITY OF LONG BEACH

Avian Radar - Site Concept Section





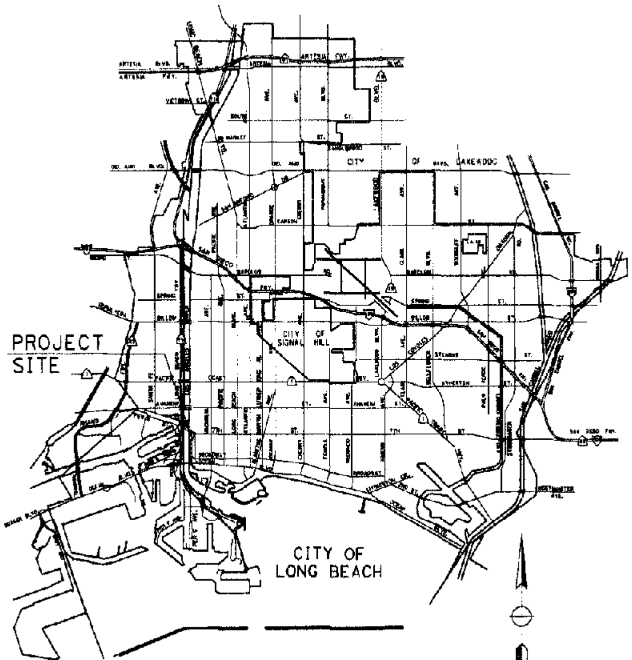
CITY OF LONG BEACH

City of Long Beach

CONSTRUCTION DRAWINGS

Shoemaker Bridge Replacement Temporary Grading and Security Fencing

DRAFT SUBMITTAL - JANUARY 2023



VICINITY MAP
SCALE: NONE

SHEET INDEX

SHT NO	DWG NO	TITLE
1	T-1	TITLE SHEET
2	L-1	TEMPORARY SECURITY FENCING LAYOUT
3	L-2	TEMPORARY GRADING PLAN - RADAR UNIT AND SOIL/DEBRIS STOCKPILE
4	L-3	
5	L-4	
6	L-5	CONSTRUCTION DETAILS 1 OF 2 - SECURITY FENCING
7	L-6	CONSTRUCTION DETAILS 1 OF 2 - SECURITY FENCING
8	L-7	CONSTRUCTION DETAILS 1 OF 3 - SECURITY FENCING ACCESS GATE

BASIS OF BEARINGS:
THE BEARINGS SHOWN HEREON ARE BASED ON THE GRID BEARING NORTH 51°08'49" EAST BETWEEN CGPS CONTROL STATIONS "0670" & "2054" AS PER RECORDS ON FILE WITH CALTRANS.

DATUM STATEMENT:
COORDINATES, DISTANCES AND BEARINGS ARE REFERENCED TO THE CALIFORNIA COORDINATE SYSTEM 83, ZONE 5 GRID, NAD 83 (1992), EPOCH 1991.35, US SURVEY FEET.

BENCHMARK:
CALTRANS (SR-15063) "2154"
NAVD 88
ELEV = 9.7212'
2 1/4" BRONZE DISK STAMPED "CALIF DEPT OF TRANSPORTATION, PCH07 LS 7546" SET IN NE'LY CORNER OF CATCH BASIN, SE'LY CORNER OF LOYNES DRIVE AND PACIFIC COAST HIGHWAY.

Underground Service Alert of Southern California
Call: TOLL FREE
8-1-1
TWO WORKING DAYS BEFORE YOU DIG

HDR Inc.
100 OCEANGATE #1120
LONG BEACH, CA 90802
(562) 564-1100

DESIGNED BY:
DRAWN BY:
DESIGN CHECK BY:
DRAFTING CHECK BY:

REVISIONS
NO.	DATE	SHEET	APPROVAL	DESCRIPTION

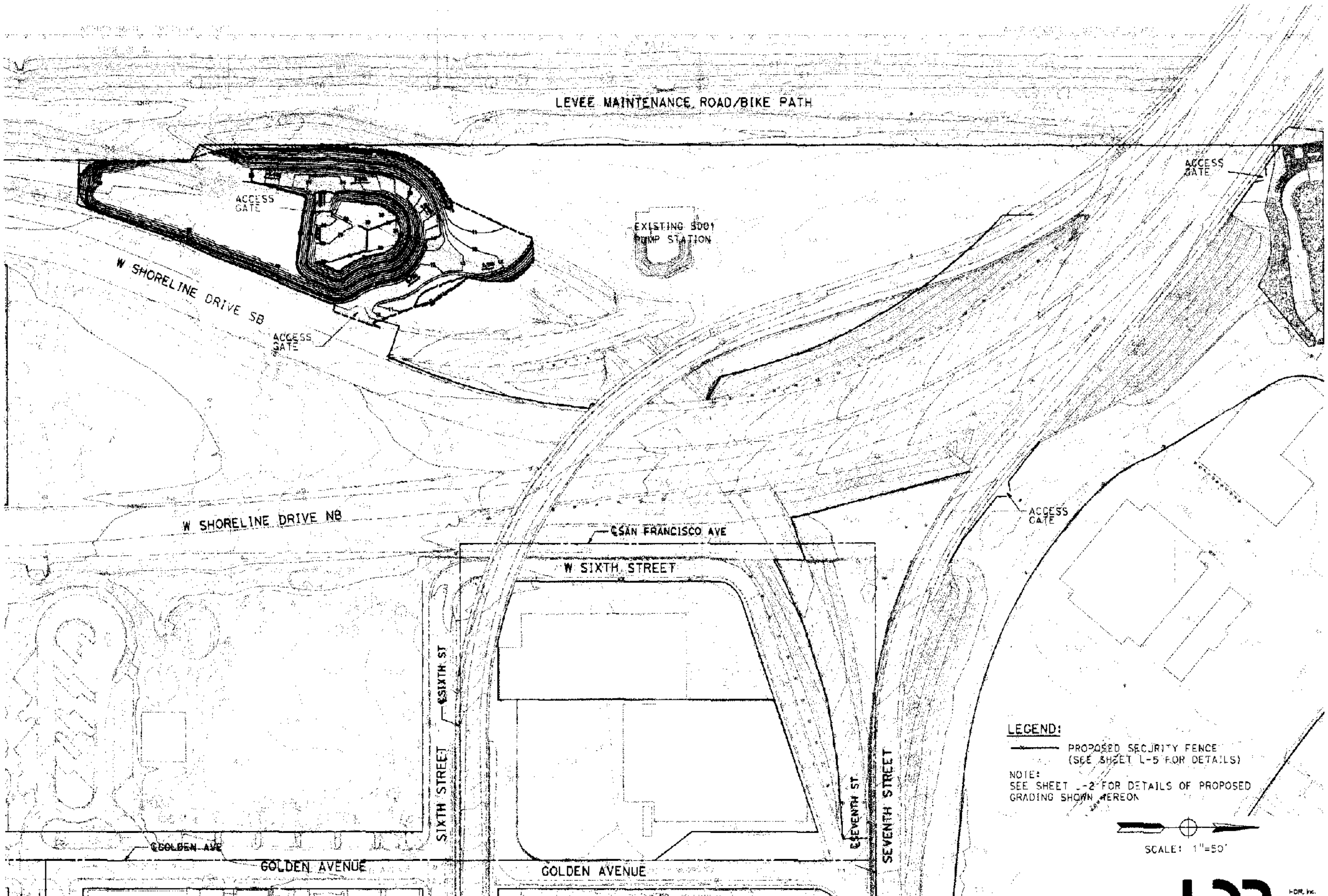
AS-BUILT: REF.:

REGISTERED PROFESSIONAL ENGINEER — CIVIL — STATE OF CALIFORNIA

SHOEMAKER BRIDGE REPLACEMENT
TITLE SHEET

GRAPHIC SCALE
PAGE
FIELD BOOK
JOB NO. XXXX
NO. R- XXXX
SHEET ___ OF 100
T-1

LAST SAVED BY: untitled
PLOT DATE: 1/13/2023
SAVED PATH: #REQUEST



HDR, Inc.
100 OCEANGATE #1120
LONG BEACH, CA 90802

SHOEMAKER BRIDGE REPLACEMENT
TEMPORARY SECURITY FENCING LAYOUT

DESIGNED BY:
DRAWN BY:
DESIGN CHECK BY:
DRAFTING CHECK BY: AS-BUILT:

NO.	DATE	SHEET	APPROVAL	DESCRIPTION

REVISIONS
REF.

REGISTERED PROFESSIONAL ENGINEER — CIVIL — STATE OF CALIFORNIA

GRAPHIC SCALE
PAGE
FIELD BOOK

JOB NO. XXXX
NO. R- XXXX
SHEET of 100
L-1

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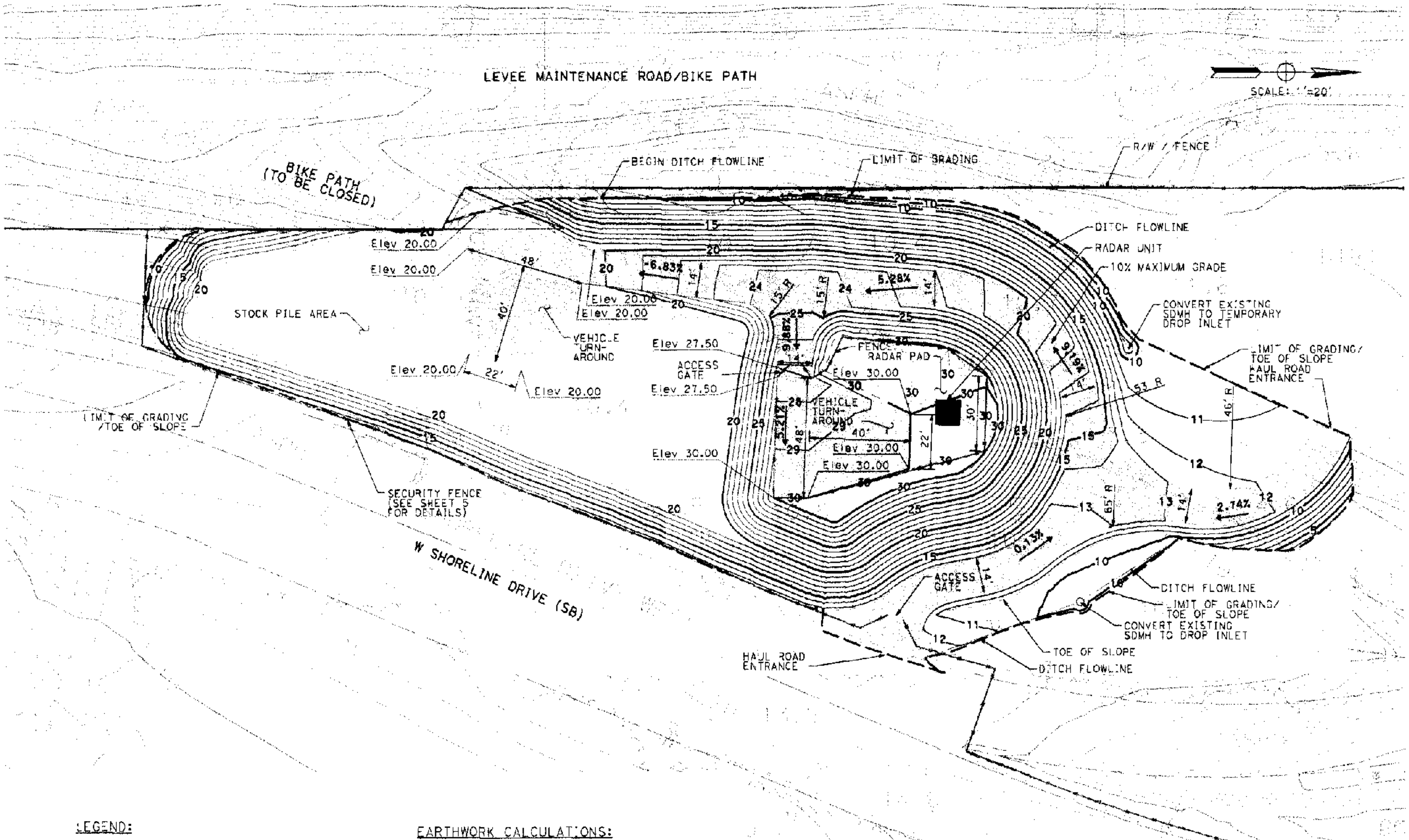
PLOT DATE: 1/12/2023



LEGEND:

STOCK PILE AREA

GRAVEL HAUL ROAD

EARTHWORK CALCULATIONS:

Cut: 57.9 cu yd
Fill: 15,681.7 cu yd
Net: -15,623.8 cu yd

HDR Inc.
100 OCEANGATE #1120
LONG BEACH CA 90802
(562) 264-1100

SHOEMAKER BRIDGE REPLACEMENT
TEMPORARY GRADING PLAN
RADAR UNIT AND SOIL/DEBRIS STOCKPILE

JOB NO. XXXX
NO. R XXXX
SHEET ___ OF 100
L-2

DESIGNED BY: | DRAWN BY: | DESIGN CHECK BY: | DRAFTING CHECK BY:

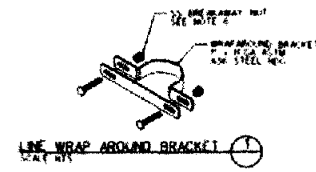
REVISIONS: NO. | DATE | SHEET | APPROVAL | DESCRIPTION
AS-BUILT: REF.

FIELD BOOK | PAGE | GRAPHIC SCALE

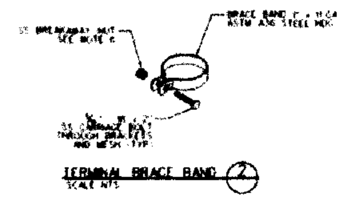
LAST SAVED BY: Lmtitled
PLOT DATE: 1/13/2023
SAVED PATH: @FREQUEST

NOTES:

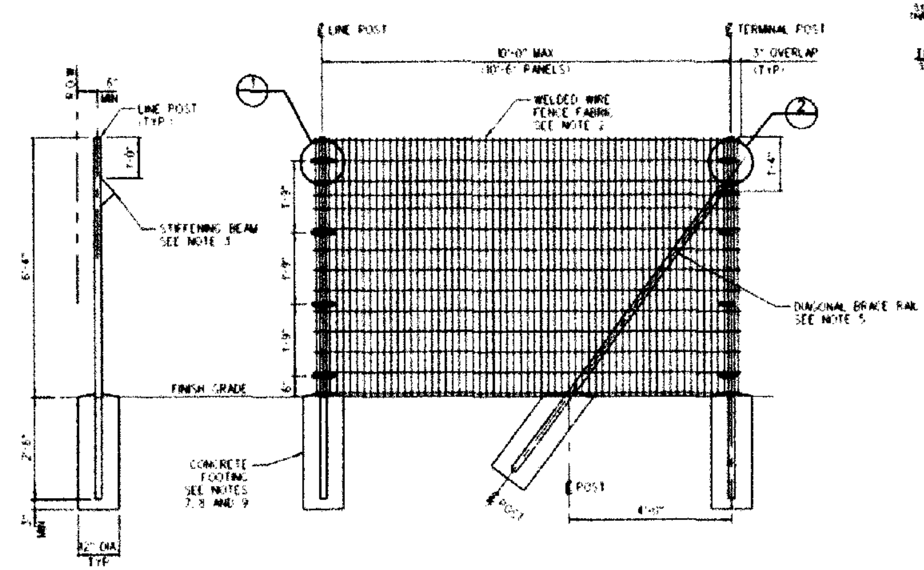
1. SEE ES5103 FOR FENCE SELECTION CRITERIA
2. WELDED WIRE FENCE FABRIC TO BE #6 GAUGE HARDENED STEEL WIRE WELDED INTO A 2" X 6" RECTANGULAR PATTERN PER ASTM A123, CLASS C1, 1.2 OZ PER SQUARE FOOT HOT DIP GALVANIZED AFTER WELDING
3. TRIANGULAR SHAPED STIFFENING BEAM TO BE PLACED HORIZONTALLY, 1'-0" DOWN FROM TOP OF WELDED WIRE MESH PANEL
4. POSTS, BRACE RAILS AND GATE FRAMES SHALL BE STANDARD WEIGHT SHEDULE 40 GALVANIZED PIPE PER ASTM A53 WITH A MINIMUM YIELD STRENGTH OF 35,000 PSI
5. DIAGONAL BRACING AT 500 FT MAXIMUM SPACING AND AT ALL END, GATE AND CORNER POSTS
6. BREAKAWAY NUT SHALL BE PLACED ON THE INSIDE (TRACK SIDE) OF THE FENCE PANEL
7. CONCRETE FOOTINGS TO HAVE A MINIMUM COMPRESSIVE STRENGTH OF 2500 PSI AT 28 DAYS
8. POST EMBEDMENT AND FOOTING FOR LINE POST SHOWN ON THIS DRAWING POST EMBEDMENT AT GATE POST AND END POSTS TO BE 3'-0" DEEP
9. ALL FOOTINGS TO BE CROWNED AT TOP FOR DRAINAGE
10. GATE FRAME, POSTS AND BRACE SHALL BE AS PER CHAIN LINK FENCE STANDARD ES5106



LINE WRAP AROUND BRACKET (1)
SCALE NTS



TERMINAL BRACE BAND (2)
SCALE NTS



SIDE VIEW LINE POST

FRONT VIEW LINE POST

METROLINK.

ENGINEERING STANDARDS

RIGHT OF WAY FENCING
WELDED WIRE MESH FENCING (TYPE A)

5/05
NTS
B 1 OF 3
ES5105

HDR

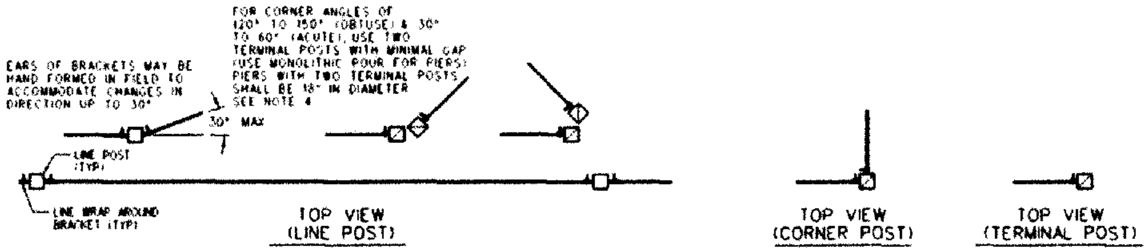
SHOEMAKER BRIDGE REPLACEMENT
SECURITY FENCE DETAILS

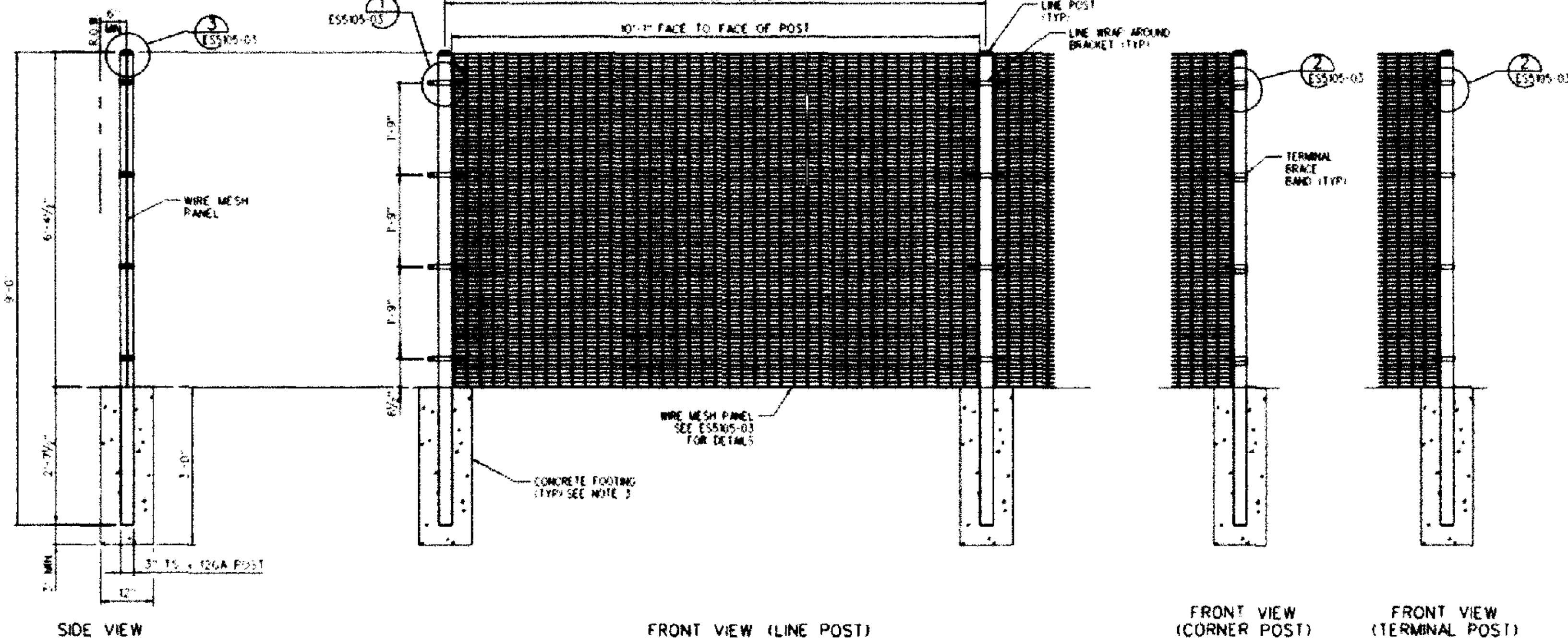
JOB NO. XXXX
NO. R-XXXX
SHEET ___ OF 100
L-8

LAST SAVED BY: untitled
PLOT DATE: 11/2/2023 SAVED PATH: @REQUEST

NOTES:

1. TERMINAL BRACE BAND TO BE USED AT TERMINAL AND CORNER POSTS STACK BANDS AS CLOSELY AS POSSIBLE WHERE APPLICABLE
2. AT TERMINAL AND CORNER POST WHERE SPACING BETWEEN POST IS LESS THAN 10' 4" O.C., REDUCE POST SPACING BY INCREMENTS OF 3" TO ENSURE VERTICAL WIRE CAN BE CAPTURED BY BRACKET CUT PANEL TO FIT IN FIELD
3. PRELIMINARY FOOTING SIZES AND EMBEDMENT ONLY FOOTING AND EMBEDMENT MAY CHANGE UPON ENGINEERING REVIEW OF WIND LOAD AND SOIL BEARING CONDITIONS
4. SQUARE POSTS SHOWN ON PLANS ROUND POSTS MAY BE USED, BUT MUST BE UNIFORM FOR ALL POSTS A SINGLE ROUND POST WITH TERMINAL BRACE BANDS MAY BE USED IN LIEU OF TWO POSTS AT ANGLE POINTS ALONG FENCE ALIGNMENT POSTS AND BRACKETS SHALL MEET ALL OTHER CRITERIA AS SPECIFIED ON THESE STANDARD DRAWINGS





REV	DATE	DESCRIPTION	DES	ENG
A		REVISE SIDE VIEW	A	

METROLINK.
SOUTHERN CALIFORNIA REGIONAL RAIL AUTHORITY
900 WILSHIRE BLVD, SUITE 1500, L.A., CA 90017

ENGINEERING STANDARDS

RIGHT OF WAY FENCING
WELDED WIRE MESH FENCING (TYPE B)

STANDARD 5105
SCALE 1" = 1'-0"
REVISION A
SHEET 2 OF 3
ES5105-02

HDR
HDR Inc.
100 OCEANGATE #1120
LONG BEACH CA 90802

SHOEMAKER BRIDGE REPLACEMENT
SECURITY FENCE DETAILS

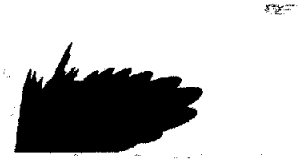
JOB NO.	XXXX
NO. R-	XXXX
SHEET	of 100
	L-6

Annex 1 – Technical Specifications

These are the current technical specifications. However, they can be subject to changes:

Technology	Frequency Modulated Continuous Wave (FMCW)
Frequency	X-Band
Power Output	44 W
Rotation / Scan speed	60 rpm / 1s
Instrumented Range	15 km / 9.3 mi.
Azimuth Coverage	360-degrees
Elevation Coverage	60-degrees
Upmast Dimensions (W x D x H)	1237 x 654 x 1660 mm / 48.7 x 25.7 x 65.35 inch
Upmast Weight (excluding foot)	325 kg / 715 lb
Power	207 - 253 VAC, 50 - 60 Hz*
Power Usage Nominal	700 W
Power Usage Maximum	2750 W
Frequency Options (Hardware limited)	1. 8900 MHz** 2. 9250 MHz** 3. 9650 MHz**
ERP / EIRP	80.4 dBm, 50.4 dBW / 82.4 dBm, 52.4 dBW
10 W/m² Point	3 m / 10 ft safe distance
Detection Range Large Targets	10.0 km / 6.2 mi at 700 m / 2300 ft alt. (-13 dBm²)
Detection Range Medium Targets	8.0 km / 5.0 mi at 600 m / 1970 alt. (-16 dBm²)
Detection Range Small Targets	4.0 km / 2.5 mi at 400 m / 1300 ft alt. (-25 dBm²)
Detection Range Micro Targets	3.3 km / 2.1 mi at 300 m / 980 ft alt. (-30 dBm²)

Detection Range **Large** Targets:
10.0 km / 6.2 mi. at 700 m / 2300 ft alt (2 SAT, -13 dBm²)



Detection Range **Medium** Targets:
8.0 km / 5 mi. at 600 m / 1970 ft alt (1 SAT, -16 dBm²)

Detection Range **Small** Targets:
4.0 km / 2.5 mi. at 400 m / 1300 ft alt (-25 dBm²)

Angular Resolution	1.8°
Angular Accuracy	0.18°
Range Resolution	4.6 m / 15 ft
Range Accuracy	0.5 m / 1.6 ft
Elevation Resolution	2°
Elevation Accuracy	0.2°
IP Rating	IPX6
Operational Ambient Temperature	-32 °C up till +55 °C / -26 °F up till 131°F
Operational Relative Humidity	<95% at 40 °C / 104 °F
Operational Wind Speed	≤17 m/s*** / 38 mph
Idle Wind Speed	≤32 m/s / 72 mph
Operational Vibration	13.2 - 100 Hz, 0.7 g, 2 h.
Operational Height (AMSL)	< 1000 m / < 3280 ft
Number of Cables Sensor to Server	1
Cable Material	PUR-Black
Standard Cable Length	15 m / 50 ft
Maximum Cable Length (optional)	50 m / 164 ft
Breakout Box	Yes, indoor*
Server Rack	24U: 1070 x 600 x 1198 mm / 42.1 x 23.6 x 47.2 inch
Weight	244 kg / 537 lb - depending on auxiliary
Computers	1 Supermicro, 2 Hewlett Packard Enterprise Servers
Uninterruptible Power System (UPS)	Hewlett Packard Enterprise R3000 G5
Weather Station	Airmar 150 WX
Operating System	Long Term Support (LTS) Xubuntu
Core Software	Robin Software Package

NOTICE OF PROPOSED CONSTRUCTION OR ALTERATION

§ 77.7 Form and time of notice.

(a) If you are required to file notice under §77.9, you must submit to the FAA a completed FAA Form 7460–1, Notice of Proposed Construction or Alteration. FAA Form 7460–1 is available at FAA regional offices and on the Internet.

(b) You must submit this form at least 45 days before the start date of the proposed construction or alteration or the date an application for a construction permit is filed, whichever is earliest.

(c) If you propose construction or alteration that is also subject to the licensing requirements of the Federal Communications Commission (FCC), you must submit notice to the FAA on or before the date that the application is filed with the FCC.

(d) If you propose construction or alteration to an existing structure that exceeds 2,000 ft. in height above ground level (AGL), the FAA presumes it to be a hazard to air navigation that results in an inefficient use of airspace. You must include details explaining both why the proposal would not constitute a hazard to air navigation and why it would not cause an inefficient use of airspace.

(e) The 45-day advance notice requirement is waived if immediate construction or alteration is required because of an emergency involving essential public services, public health, or public safety. You may provide notice to the FAA by any available, expeditious means. You must file a completed FAA Form 7460–1 within 5 days of the initial notice to the FAA. Outside normal business hours, the nearest flight service station will accept emergency notices.

§ 77.9 Construction or alteration requiring notice.

If requested by the FAA, or if you propose any of the following types of construction or alteration, you must file notice with the FAA of:

(a) Any construction or alteration that is more than 200 ft. AGL at its site.

(b) Any construction or alteration that exceeds an imaginary surface extending outward and upward at any of the following slopes:

(1) 100 to 1 for a horizontal distance of 20,000 ft. from the nearest point of the nearest runway of each airport described in paragraph (d) of this section with its longest runway more than 3,200 ft. in actual length, excluding heliports.

(2) 50 to 1 for a horizontal distance of 10,000 ft. from the nearest point of the nearest runway of each airport described in paragraph (d) of this section with its longest runway no more than 3,200 ft. in actual length, excluding heliports.

(3) 25 to 1 for a horizontal distance of 5,000 ft. from the nearest point of the nearest landing and takeoff area of each heliport described in paragraph (d) of this section.

(c) Any highway, railroad, or other traverse way for mobile objects, of a height which, if adjusted upward 17 feet for an Interstate Highway that is part of the National System of Military and Interstate Highways where overcrossings are designed for a minimum of 17 feet vertical distance, 15 feet for any other public roadway, 10 feet or the height of the highest mobile object that would normally traverse the road, whichever is greater, for a private road, 23 feet for a railroad, and for a waterway or any other traverse way not previously mentioned, an amount equal to the height of the highest mobile object that would normally traverse it, would exceed a standard of paragraph (a) or (b) of this section.

(d) Any construction or alteration on any of the following airports and heliports:

(1) A public use airport listed in the Airport/Facility Directory, Alaska Supplement, or Pacific Chart Supplement of the U.S. Government Flight Information Publications;

(2) A military airport under construction, or an airport under construction that will be available for public use;

(3) An airport operated by a Federal agency or the DOD.

(4) An airport or heliport with at least one FAA-approved instrument approach procedure.

(e) You do not need to file notice for construction or alteration of:

(1) Any object that will be shielded by existing structures of a permanent and substantial nature or by natural terrain or topographic features of equal or greater height, and will be located in the congested area of a city, town, or settlement where the shielded structure will not adversely affect safety in air navigation;

(2) Any air navigation facility, airport visual approach or landing aid, aircraft arresting device, or meteorological device meeting FAA-approved siting criteria or an appropriate military service siting criteria on military airports, the location and height of which are fixed by its functional purpose;

(3) Any construction or alteration for which notice is required by any other FAA regulation.

(4) Any antenna structure of 20 feet or less in height, except one that would increase the height of another antenna structure.

Mail Processing Center
Federal Aviation Administration
Southwest Regional Office
Obstruction Evaluation Group
10101 Hillwood Parkway
Fort Worth, TX 76177
Fax: (817) 222-5920

Website: https://oeaaa.faa.gov

INSTRUCTIONS FOR COMPLETING FAA FORM 7460-1

PLEASE TYPE or PRINT

ITEM #1. Please include the name, address and phone number of a personal contact point as well as the company name.

ITEM #2. Please include the name, address and phone number of a personal contact point as well as the company name.

ITEM #3. New Construction would be a structure that has not yet been built.

Alteration is a change to an existing structure such as the addition of a side mounted antenna, a change to the marking and lighting, a change to power and/or frequency, or a change to the height. The nature of the alteration shall be included in ITEM #21 "Complete Description of Proposal".

Existing would be a correction to the latitude and/or longitude, a correction to the height, or if filing on an existing structure which has never been studied by the FAA. The reason for the notice shall be included in ITEM #21 "Complete Description of Proposal".

ITEM #4. If Permanent, so indicate. If Temporary, such as a crane or drilling derrick, enters the estimated length of time the temporary structure will be up.

ITEM #5. Enter the date that construction is expected to start and the date that construction should be completed.

ITEM #6. Please indicate the type of structure. DO NOT LEAVE BLANK.

ITEM #7. In the event that obstruction marking and lighting is required, please indicate type desired. If no preference, check "other" and indicate "no preference" DO NOT LEAVE BLANK. NOTE: High Intensity lighting shall be used only for structures over 500' AGL. In the absence of high intensity lighting for structures over 500' AGL, marking is also required.

ITEM #8. If this is an existing tower that has been registered with the FCC, enter the FCC Antenna Structure Registration number here.

ITEM #9 and #10. Latitude and longitude must be geographic coordinates, accurate to within the nearest second or to the nearest hundredth of a second if known. Latitude and longitude derived solely from a hand-held G P S instrument is NOT acceptable. A hand-held GPS is only accurate to within 100 meters (328 feet) 95 percent of the time. This data, when plotted, should match the site depiction submitted under ITEM #20.

ITEM #11. NAD 83 is preferred; however, latitude and longitude may be submitted in NAD 27. Also, in some geographic areas where NAD 27 and NAD 83 are not available other datum may be used. It is important to know which datum is used. DO NOT LEAVE BLANK.
ITEM #12. Enter the name of the nearest city and state to the site. If the structure is or will be in a city, enter the name of that city and state.

ITEM #13. Enter the full name of the nearest public-use (not private-use) airport or heliport or military airport or heliport to the site.

ITEM #14. Enter the distance from the airport or heliport listed in #13 to the structure.

ITEM #15. Enter the direction from the airport or heliport listed in #13 to the structure.

ITEM #16. Enter the site elevation above mean sea level and expressed in whole feet rounded to the nearest foot (e.g. 17'3" rounds to 17', 17'6" rounds to 18'). This data should match the ground contour elevations for site depiction submitted under ITEM #20.
ITEM #17. Enter the total structure height above ground level in whole feet rounded to the next highest foot (e.g. 17'3" rounds to 18'). The total structure height shall include anything mounted on top of the structure, such as antennas, obstruction lights, lightning rods, etc.

ITEM #18. Enter the overall height above mean sea level and expressed in whole feet. This will be the total of ITEM #16 + ITEM #17.

ITEM #19. If an FAA aeronautical study was previously conducted, enter the previous study number.

ITEM #20. Enter the relationship of the structure to roads, airports, prominent terrain, existing structures, etc. Attach an 8-1/2" x 11" non-reduced copy of the appropriate 7.5 minute U.S. Geological Survey (USGS) Quadrangle Map MARKED WITH A PRECISE INDICATION OF THE SITE LOCATION. To obtain maps, contact USGS at 1-888-275-8747 or via internet at "http://store.usgs.gov". If available, attach a copy of a documented site survey with the surveyor's certification stating the amount of vertical and horizontal accuracy in feet.

ITEM #21.

- For transmitting stations, include maximum effective radiated power (ERP) and all frequencies.
- For antennas, include the type of antenna and center of radiation (Attach the antenna pattern, if available).
- For microwave, include azimuth relative to true north.
- For overhead wires or transmission lines, include size and configuration of wires and their supporting structures (Attach depiction).
- For each pole/support, include coordinates, site elevation, and structure height above ground level or water.
- For buildings, include site orientation, coordinates of each corner, dimensions, and construction materials.
- For alterations, explain the alteration thoroughly.
- For existing structures, thoroughly explain the reason for notifying the FAA (e.g. corrections, no record or previous study, etc.).

Filing this information with the FAA does not relieve the sponsor of this construction or alteration from complying with any other federal, state or local rules or regulations. If you are not sure what other rules or regulations apply to your proposal, contact local/state aviation's and zoning authorities.
